Minneapolis-St. Paul International Airport Benchmarks

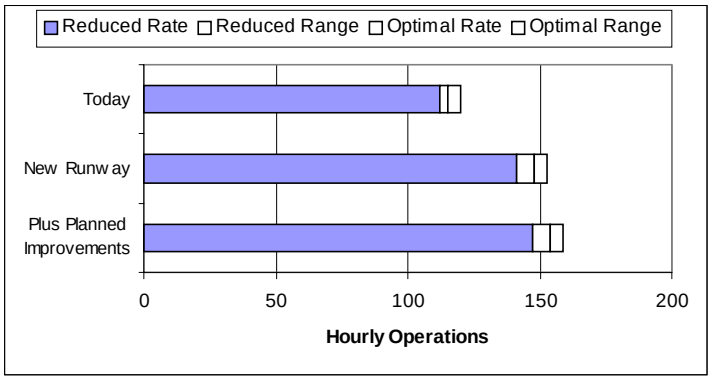
- The current capacity benchmark at Minneapolis-St Paul is 115-120 flights per hour in good weather.
- Current capacity falls to 112 flights (or fewer) per hour in adverse weather conditions, which may include poor visibility, unfavorable winds or heavy precipitation.
- In 2000, slightly more than 1% of flights experienced significant levels of delay (more than 15 minutes).
- Scheduled operations at Minneapolis-St. Paul are at or above capacity 1 ½-2 hours per day (good and adverse weather respectively).
- A new runway, scheduled to open in 2003, is expected to improve Minneapolis-St. Paul's capacity by 29% (to 148-153 flights per hour) in good weather and by 26% (to 141 flights per hour) in adverse weather.
- Technology and procedural improvements, in addition to a new runway, are expected to improve Minneapolis-St. Paul's capacity benchmark by a total of 34% (to 154-159 flights per hour) over the next 10 years, while the adverse weather capacity benchmark will increase by a total of 31% (to 147 flights per hour).
- These capacity increases could be brought about as a result of:
  - pFAST, which assists the controller with sequencing aircraft, for a better flow of traffic into the terminal area.
  - PRM is already installed, so effect is included in today's reduced rate benchmarks.
  - ADS-B/CDTI (with LAAS), which provides a cockpit display of the location of other aircraft and will help the pilot maintain the desired separation more precisely.
  - FMS/RNAV Routes, which allow a more consistent flow of aircraft to the runway.
- Demand at Minneapolis-St. Paul is projected to grow by 32% over the next decade, indicating that delays are not expected to increase in the future.

MSP – Minneapolis-St. Paul International Airport

Airport Capacity Benchmarks – These values are for total operations achievable under specific conditions:

- **Optimum Rate** – Visual Approaches (VAPS), unlimited ceiling and visibility
- **Reduced Rate** – Most commonly used instrument configuration, below visual approach minima

Scenario	Optimum Rate	Reduced Rate
Today	**115-120**	**112**
New Runway	**148-153**	**141**
Plus planned improvements	**154-159**	**147**



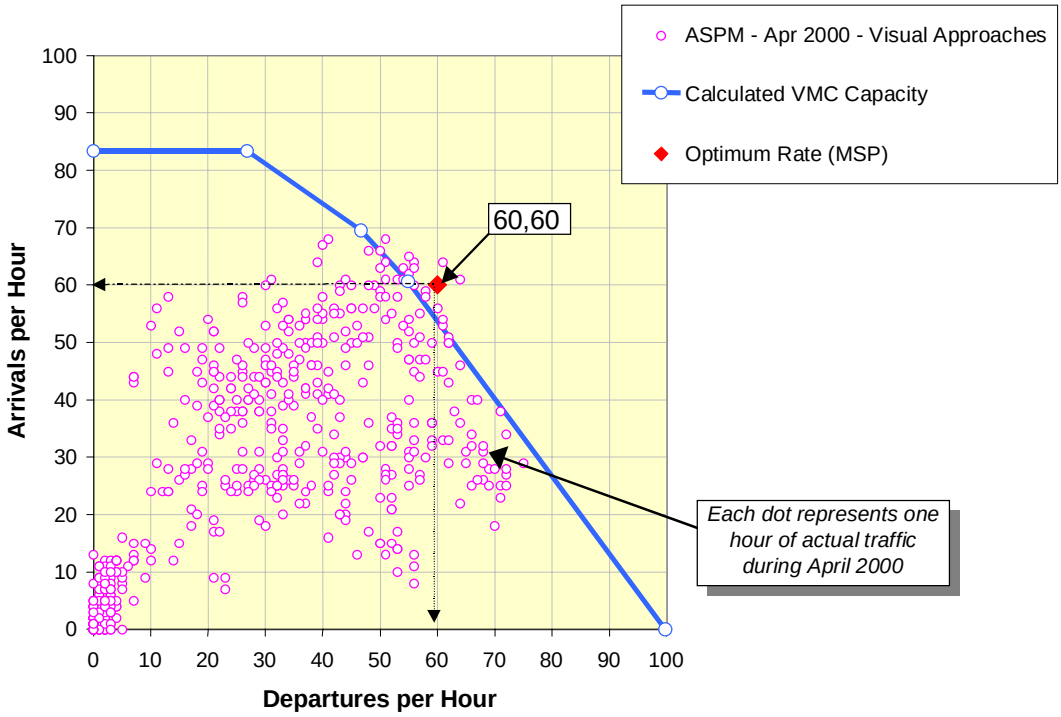
- The benchmarks describe an achievable level of performance for the given conditions, which can occasionally be exceeded. Lower rates can be expected under adverse conditions. Note: In some cases, facilities provided separate unbalanced maximum arrival and departure rates.
- Planned Improvements include:
  - pFAST, which assists the controller with sequencing aircraft, for a better flow of traffic into the terminal area
  - PRM is already installed, so effect is included in today's reduced rate benchmarks
  - ADS-B/CDTI (with LAAS) – provides a cockpit display of the location of other aircraft. This will help the pilot maintain the desired separation more precisely.
  - FMS/RNAV Routes – allows more consistent delivery of aircraft to the runway threshold.
- Benefits from Planned Improvements assume that all required infrastructure and regulatory approvals will be in place. This includes aircraft equipage, airspace design, environmental reviews, frequencies, training, etc. as needed.
- **Note:** These benchmarks do not consider any limitation on airport traffic flow that may be caused by non-runway constraints at the airport or elsewhere in the NAS. Such constraints may include:
  - Taxiway and gate congestion, runway crossings, slot controls, construction activity
  - Terminal airspace, especially limited departure headings
  - Traffic flow restrictions caused by en route miles-in-trail restrictions, weather or congestion problems at other airports

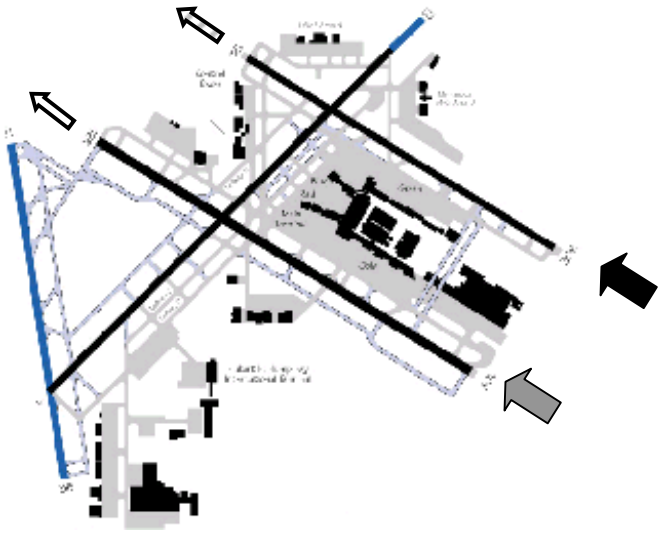
These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the individual programs.

The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

Current Operations – Optimum Rate

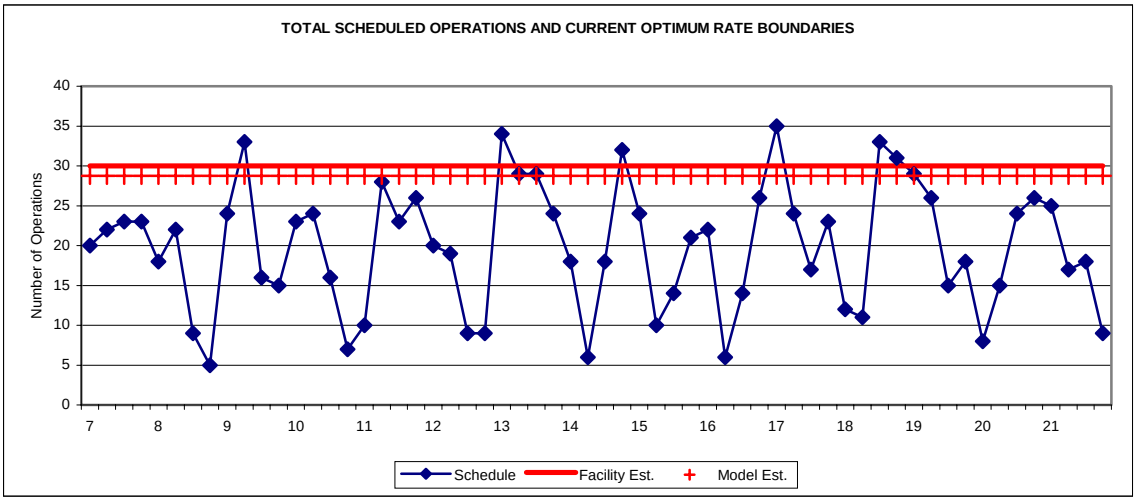
- Visual approaches, visual separation – Optimum Rate of (60, 60) was reported by the facility
  - Arrive and Depart Runways 30L/R or 12R/L
- ASPM data is actual hourly traffic counts for the month of April 2000 for Visual Approach conditions. This data includes other runway configurations and off-peak periods.
- Solid line represents the calculated airport capacity during a busy hour, and the tradeoff between arrivals and departure rates
- The capacity model can only approximate the operations at MSP

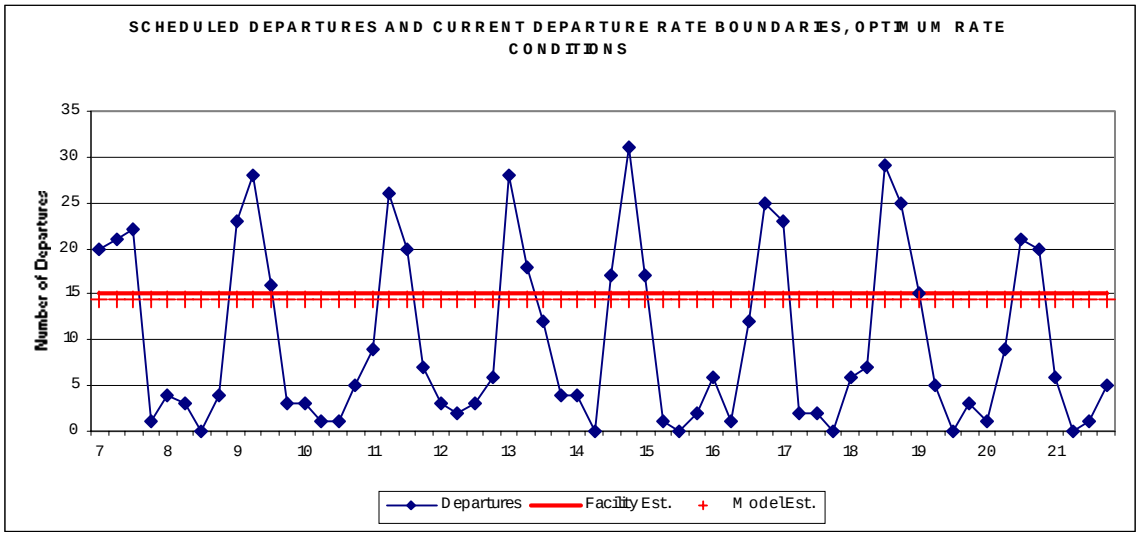


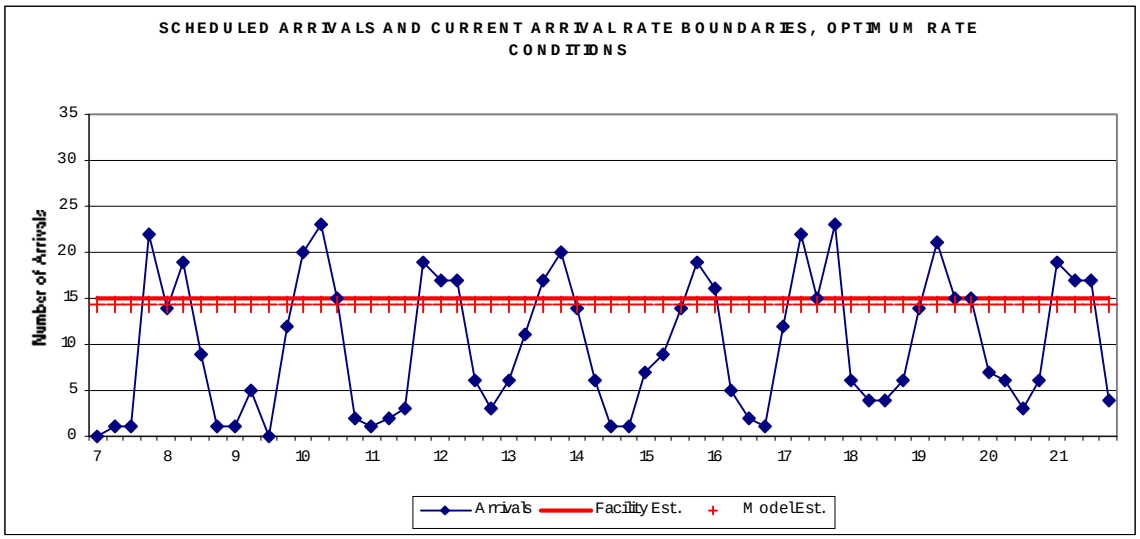


MSP – Minneapolis-St. Paul International Airport

Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Optimum Rate Conditions

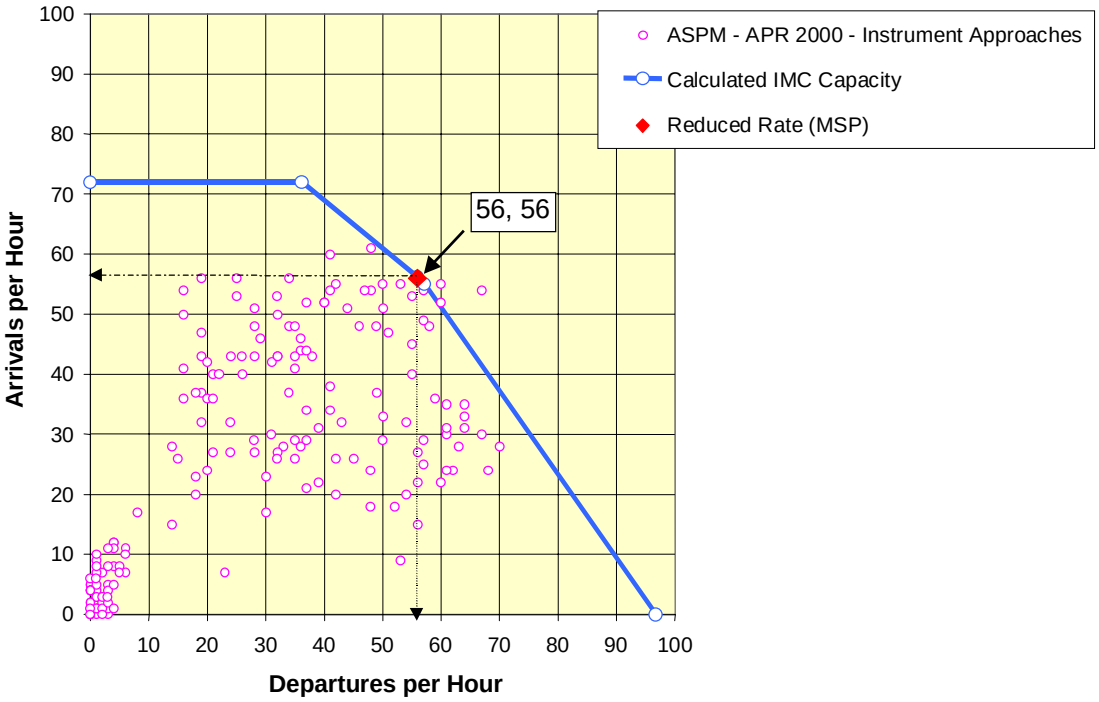


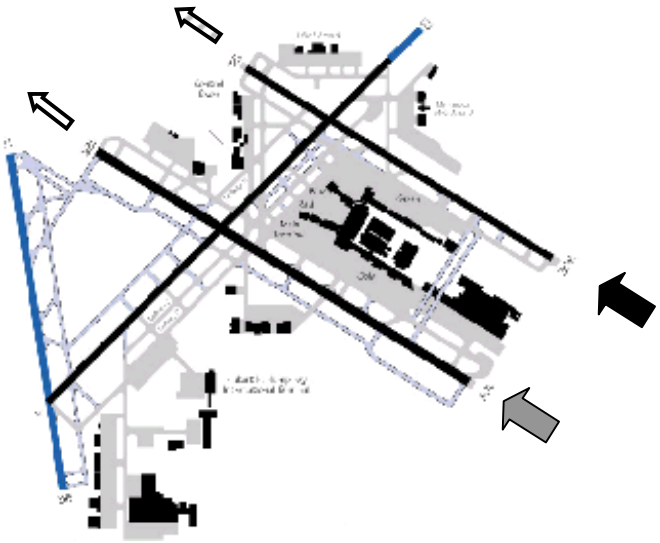




Current Operations – Reduced Rate

- Instrument approaches (below Visual Approach Minima)
  - Arrive and Depart Runways 30L/R or 12L/R
- Reduced Rate of (56,56) was reported by the facility
- ASPM data for “Instrument Approaches” can include marginal VFR, with higher acceptance rates
- Chart below represents observed traffic and expected rates in terms of operations per hour





MSP – Minneapolis-St. Paul International Airport

Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Reduced Rate Conditions